

CHAPTER 7

TRANSPORTATION

0700 GENERAL

a. This chapter prescribes transportation security standards and procedures used in safeguarding categorized AA&E, as described in appendix A, and for safeguarding uncategorized 1.1, 1.2, and 1.3 (Class A and B) ammunition and explosives. Classified AA&E must be stored and transported as required by this instruction and reference (c). Where specific individual requirements differ between the documents, the more stringent requirement will be followed.

b. Circumstances may arise during shipment or movement which require on-the-spot decisions and interpretation of security standards. Remembering that the task is to provide security commensurate with the military value of the shipment and to safeguard it against loss, theft, or damage, commanding officers and their designated representatives may modify requirements on a case-by-case basis when common sense and mature judgement dictate. Such modifications will be reported to NAVORDCEN (Code N424) to assist in reevaluating the applicable security standard and to determine if a change is in order. Nothing in this chapter relieves the commanding officer from the responsibility for safeguarding AA&E in transit.

c. Commanding officers may direct additional protection based on threat determinations and evaluations of a particular movement.

d. Transportation service for conventional ordnance items is described in NAVSUPINST 4600.70 (reference (r)). Technical guidance on movement of Ammunition and Explosives (A&E) material is discussed in NAVSEA OP 2165 (Navy Transportation Safety Handbook for Ammunition, Explosives and Related Hazardous Materials, Volume 1, (NOTAL)), including also safety and other requirements.

0701 RESPONSIBILITIES

a. Within their respective areas of responsibility and as assigned by the Office of the Secretary of Defense, overseas theater commanders and the Commander, Military Traffic Management Command (MTMC) are responsible for:

(1) Ensuring that the transportation protective measures used for AA&E items are established in applicable tariffs, government tenders, agreements, or contracts;

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(2) Negotiating with commercial carriers for establishment of transportation protective measures to meet shipper requirements;

(3) Determining the adequacy of the services provided by commercial carriers for movement of AA&E items; and

(4) Routing when requested by shipper.

b. In addition, the Commander, MTMC:

(1) Develops, administers, and maintains joint transportation security procedures for the commercial movement of AA&E; and

(2) Serves as the DOD focal point for security and performance monitoring and oversight relative to the security of AA&E in transit in the custody of commercial carriers.

c. The Airlift Mobility Command (AMC) is responsible for ensuring the adequacy of the services provided for movement of AA&E items by military airlift, worldwide, and by commercial airlift procured by AMC.

d. The Military Sealift Command (MSC) is responsible for ensuring the adequacy of the services provided by military and commercial ocean carriage of AA&E items.

e. This chapter does not relieve accountable officers of their responsibilities to safeguard and account for property.

0702 STANDARDS. . The following transportation security policy and standards for AA&E by category, as set forth in appendix A, are required to adequately protect such items during shipment. On the basis of threat determination and evaluation of the movement itself, AA&E may be given additional protection, but not less than that required by the category assigned to the item. Use of commercial transportation services outside of CONUS will adhere as closely as practical to the requirements contained in sections 0703 through 0713. When such services cannot be obtained, compensatory measures must be taken to achieve equivalent security standards.

a. Every effort will be made to consolidate shipments into Truckload (TL) or Carload (CL) quantities. Less Than Truckload (LTL) shipments are considered more vulnerable to theft.

b. Small arms repair technicians may travel to support facilities and effect on-site repairs instead of shipping small arms for repair.

c. When practical, arms and ammunition of the same caliber will not be shipped in the same container or conveyance.

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d. Where available, export and import shipments will be processed through military managed and operated air and ocean terminals or through DOD-approved commercial air and ocean terminals.

e. Shipments of arms and ammunition scheduled for demilitarization and retrograde shipments will receive the same protection as other AA&E shipments.

f. When feasible, missile rounds will be shipped separately from launch and control equipment.

g. Security provided for AA&E at military and commercial terminals must conform to the standards set forth in appendices B and C. The standards will be provided to the commercial carrier by MTMC.

h. Shipments must be checked immediately upon receipt to ensure that the seals are intact and for any signs of damage or tampering. If there are any such signs, there must be an immediate inventory to verify quantities received and to determine the extent of any damage or tampering on all Category I and II and classified AA&E shipments. If the seals are intact, quantity verification must take place by the next working day. The requirement to check seals and verify quantities received includes shipments of all categories of AA&E and uncategorized Class A and B ammunition and explosives.

i. For rail shipment of Category I through IV items, the carrier must advise the consignee immediately upon arrival of the shipment at the yard serving the consignee and/or immediately upon arrival at the consignee's activity.

j. Uncategorized 1.1, 1.2, and 1.3 (Class A and B) ammunition and explosives shipped by all modes will be afforded the same protection as Categories III and IV, unless otherwise directed in writing by NAVORDCEN (Code N424).

k. Enhance transportation security measures during terrorist threat conditions.

l. CONUS shipment of .30-06 and .30 caliber ammunition of up to 12,000 rounds for Director of Civilian Marksmanship affiliated clubs are exempt from the DDPS requirement.

m. For AA&E shipments arriving at a destination during other than normal delivery hours, consignees capable of securing the shipments will accept the vehicle on their facility and secure it with the level of transportation protection required for the applicable category.

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0703 SPECIAL CONSIDERATIONS FOR CATEGORY I ITEMS

a. In addition to minimum security standards prescribed in table 7, shipments of Category I material by all modes will provide a continuous audit trail from shipper to consignee with advance certification of serial numbers of individual items or certified items. Two-man certification is required; that is, each container must be checked by two responsible agents of the shipper, and sealed and locked in their presence before delivery to the carrier. This rule applies at transshipment points and terminals whenever the original shipment loses its original identity; for example, when two or more shipments are consolidated into another container for further movement or if repacking is required.

b. When moved by unit or organization transportation, Category I material will be placed in the custody of a commissioned or warrant officer, E-6 or above, GS-6, wage leader-1, or wage supervisor.

0704 SPECIAL CONSIDERATIONS FOR WATER SHIPMENTS

a. Security of shipments must be an integral part of prestowage planning. Considerations include:

(1) Segregation of cargo;

(2) Cargo in locked and sealed containers;

(3) SEAVANS and MILVANS stowed so doors are not accessible to stevedores or ship's crew; and

(4) Break-bulk cargo stowed in the following order of priority: lockers, reefer boxes or deep tanks that can be locked and sealed; bins that can be boxed solidly with plywood or other appropriate materials, and stowed in the upper between decks of the hatches immediately fore and aft of the ship's house.

b. Specific locations of classified and conventional AA&E shipments, with any special considerations, will be indicated on the final stow plan and given to the responsible ship's officer.

c. Vessel movements of U. S.-owned AA&E to and from overseas locations and intra-theater movements are limited normally to MSC-controlled vessels; or when the above are not available, U. S. flag vessels or MSC-approved local national chartered vessels.

0705 SPECIAL CONSIDERATIONS FOR AIR MOVEMENTS. See table 7.

0706 SPECIAL CONSIDERATIONS FOR SMALL QUANTITY SHIPMENTS. Small quantity shipments for the purposes of these provisions will be shipments of 200 pounds or less, or in the case of small arms, 15 or fewer individual weapons per shipment.

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individual weapons per shipment (including Category II, III, and IV) - and missile components (excluding ammunition and explosives) may be sent by registered mail (return receipt requested) when the size and weight meet U.S. Postal Service requirements. Arms returned to central Navy storage should be shipped to:

Receiving Officer  
Code 20, Bldg. 2522  
NAVSURFWARCENDIV  
300 Hwy 361  
Crane, IN 47522-5001

(A)

b. Small quantities (200 pounds or less) of unclassified Category IV AA&E and uncategorized Class A and B ammunition or explosives may be transported using only DoD Constant Surveillance Service when loaded in an approved locked container such as a CONEX, DROMEDARY, MILVAN, or SEAVAN (reference (r)).

0707 ORGANIC AND UNIT MOVEMENTS/TRAINING. Movements will adhere as closely as practical to the commercial standards set forth in table 7, except that SM is not required. An armed guard is necessary except for AA&E movements on a military reservation (except at transshipment terminals as noted in appendix C).

a. Commanding officers may authorize transportation of small quantities of explosives by Explosive Ordnance Disposal (EOD) personnel and in Military Working Dog (MWD) explosives training aids without an armed guard. The explosives must be in the custody of designated EOD or MWD personnel or secured in designated vehicles.

b. Commanding officers may authorize transportation of small arms and associated ammunition to facilities on or near a military installation for marksmanship training, competition, or other requirements on a case-by-case basis. Weapons and ammunition must be in the custody of a designated individual. Use of privately-owned vehicles may also be authorized by the commanding officer.

0708 MOVEMENTS BY COMMERCIAL CARRIER. See to Table 7. Carrier employees will also meet the personnel requirements in chapter 2.

0709 REPORTS. Overages, shortages, damages, and a carrier's failure to provide required protection must be reported under reference (s). Overages and shortages must also be reported as required by reference (h).

0710 OVERSEAS IN-THEATER MOVEMENTS. Outside the Continental U.S., commanders - based on host nation requirements, the local threat situation, and personnel staffing - will use discretion in providing adequate security when transporting AA&E cargo. To the extent feasible, transportation service OCONUS will adhere as closely as possible to the established requirements for CONUS

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## 0711 FOREIGN MILITARY SALES (FMS) SHIPMENTS

a. DON officials authorized to approve an FMS transaction that involves the delivery of sensitive or classified U. S. AA&E and uncategorized 1.1, 1.2, and 1.3 (Class A and B) explosives to a foreign purchaser will, at the outset of negotiations or consideration of proposals, consult with DOD transportation authorities (MTMC, MSC, AMC, or other, as appropriate) to determine whether secure shipment from the CONUS point of origin to the ultimate foreign destination is feasible. Normally, the United States will use the Defense Transportation System (DTS) to deliver sensitive AA&E to the recipient government. If, in the course of FMS case processing, the foreign purchaser proposes to take delivery and custody of the AA&E in the United States and use its own facilities and transportation for onward shipment to its territory, the foreign purchaser or designated representative will be required to submit a transportation plan for DOD review and approval. The plan, as a minimum, must specify the storage facilities, delivery and transfer points, carriers, couriers or escorts, and methods of handling to be used from the CONUS point of origin to the final destination and return shipment when applicable. Security officials of the DON activity that initiates the FMS transaction will evaluate the plan to determine whether it adequately ensures protection of the most sensitive category of AA&E involved. Unless the DON activity approves the transportation plan as submitted, or it is modified to meet U. S. security standards, shipment by other than DTS will not be permitted. Transportation instructions, or the requirement for an approved transportation plan, will be incorporated in the security requirements of DD 1513, "DOD Offer and Acceptance."

b. Shipment will be made according to this chapter, until released to an authorized representative (as delineated in DOD 4000.25-8-M, reference (t)) of the purchasing government at the Port Of Embarkation (POE) or Port Of Debarkation (POD) as appropriate.

c. Shipments of classified AA&E to foreign governments will be done according to reference (c).

d. During FMS negotiations, the purchasing government will be advised of the applicability of this instruction to the security of AA&E procured. Shipments will be closely coordinated with the authorized representative of the purchasing government to ensure use of secure storage facilities that essentially meet the requirements of this instruction, and that shipment manifests are available at the POE and POD before shipments are delivered and released to the recipient country agent in CONUS.

e. For overseas movement, Category I AA&E should be under U. S. security control to POD unless waived by the Defense Security Assistance Agency in coordination with the Director, Security Plans and Programs, Office of the Deputy Under Secretary of Defense for Policy, and Foreign Military Sales agreements will

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be so written. Category I shipments returning from overseas will be placed under U. S. security control upon arrival at customs territory of the U. S. (CTUS).

#### 0712 CONTRACT MOVEMENTS

a. DON contracts that procure AA&E requiring transportation protective service will normally be written to require Freight On Board (FOB) origin only. For contractor-to-contractor shipments, contracts will be written to require transportation security equivalent to DOD standards in chapter 34, reference (r). Contracts must also specify contractor involvement in emergency response procedures in accordance with Title 49, Code of Federal Regulations, and provide for compliance with the Defense Traffic Management Regulation concerning carrier employee identification requirements.

b. AA&E cargo procured under third party contracts will be shipped per the requirements of this instruction. All such shipments are further restricted to military controlled ports or commercial ports safety-approved by the DOD Explosives Safety Board and security-approved by the MTMC, as applicable. The requirements are also applicable to contracts involving foreign procured (OCONUS) AA&E.

c. For deliveries of AA&E to DON or DON contractors from foreign contractors, the contract monitor will coordinate with applicable theater commands to arrange equivalent in-country security for delivery only to the nearest U. S.-controlled port facility.

#### 0713 SECURITY OF COMMERCIAL SHIPMENTS AT DON INSTALLATIONS

a. For AA&E shipments arriving at a destination during other than normal delivery hours, consignees that have the capability to secure the shipments will accept the vehicle on their facility and secure the vehicle according to the level of transportation protection required for the applicable risk category (see paragraph 0716 for temporary storage of AA&E in vehicles).

b. For uncategorized 1.1, 1.2, and 1.3 (Class A and B) ammunition and explosives, consignees must be able to provide safe haven according to reference (b).

c. For emergency situations including breakdowns or other circumstances beyond the carrier's control, installations with the capability will provide safe haven or refuge as outlined in reference (r) and OP 2165, Volume I, (NOTAL) and secure the vehicle according to the level of protection required for the applicable risk category (see paragraph 0716 for temporary storage of AA&E in vehicles). For deliveries of AA&E to DON or DON contractors from foreign contracts, the contract monitor will coordinate with applicable theater commands to arrange equivalent in-country security for delivery only to the nearest U. S.-controlled port facility.

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d. The destination transportation office will make necessary arrangements for receipt of AA&E upon receiving the Report of Shipment (REPSHIP) or other notification and will immediately notify:

(1) The local security officer of any discrepancies concerning shipments; and

(2) The Commander, MTMC, Attn: MTMC-SS, Washington, DC 20315, of shipment discrepancies in CONUS. The Airlift Mobility Command or Military Sealift Command will be notified OCONUS.

e. When a classified or Category I or II shipment is not received within 12 hours of estimated time of arrival (24 hours for Category III or IV) and the delivering carrier cannot provide a reasonable explanation for the delay, the origin transportation officer will be notified to begin tracing procedures.

f. The point-of-origin transportation office must comply with reference (r), NAVSEA OP 2165, Volume 1 (NOTAL)), and the following requirements.

(1) Loss, theft, unlawful disposition, or unaccountability of AA&E must be reported immediately in accordance with reference (h) and chapter 8.

(2) Shipments will be traced immediately upon notification of nondelivery.

(3) Government Bills of Lading (GBL) will be annotated to indicate type of service requested (e.g., PS, DD, MS, DN, RG, RS and GS) and whether the seals are carrier or shipper owned, whether they were sealed by the carrier or the shipper, and the serial numbers. A statement will be conspicuously placed on the GBL, "Notify consignor and consignee (enter 24 hour telephone numbers immediately if shipment is delayed enroute." The GBL will contain instructions for drivers to seek a safe haven on a U. S. military installation in the event of civil disorders, natural disasters, emergencies, or labor strikes. Contract host nation drivers may also seek refuge on a host nation military installation. For rail shipments of Category I through IV items, the carrier must advise the consignee of the shipment's arrival at the yard serving the consignee and of its arrival at the consignee's activity. The GBL should also reflect this requirement.

(4) When Signature and Tally Record service is used, DD 1907 or AC-10 will be furnished to the commercial carrier's representative who will be instructed that one must be completed and surrendered with the bill of lading to the consignee; where DD is used, both drivers will sign the DD 1907. The point-of-origin transportation officer must notify the consignee within 2 hours of a shipment's departure. Such notification will be by telephone, facsimile machine, or other electronic means and will be confirmed by a REPSHIP message to consignee.



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(5) An approved numbered seal must be used for all applications specified in table 7. Advance notice of shipment to the consignee and shipping papers to the carrier will specify that flame or heat-producing tools will not be used to remove seals from shipments of ammunition and explosives.

0714 ON-STATION MOVEMENTS. All transportation security criteria apply except that armed guards and SM are not required. On-station movement of arms and Categories I and II A&E by vehicles or other conveyances will not be started until entries are made in log books or production records, or until receipt forms have been initiated. The unit of measure will be the designated unit of issue for AA&E items. Receipt documentation will accompany the conveyance. For movement between areas, a procedure for continuously recording transfer of custody will be maintained using either the individual receipts, production records containing receipts, or log books. All documentation will include amount and type of arms and Categories I and II A&E, date and time for transfer, and signature of person receiving custody. Accounting for munitions containing bulk explosives, propellants, or illuminants will start when and where the items become finished products.

0715 MOVEMENTS WITHIN A RESTRICTED AREA. All transportation security criteria apply except: SM and dual drivers are not required, and motor vehicle movements of other than Category I and II may be done without seals or containers.

0716 TEMPORARY STORAGE IN VEHICLES, VANS, AND RAILCARS

a. AA&E contained in such conveyances will not be left unattended or unsecured outside of restricted areas. Each door to the conveyance will be secured by a numbered seal that meets specification MIL-S-23769 (latest series), "Seals, Security," Type 10, Class B, or Type 11. Use of padlocks is discouraged. Protection will be provided for stocks of numbered seals and seal inventory records to prevent theft or alterations to documents which accompany movements and shipments to points inside and outside the activity.

b. AA&E contained in such conveyances must be parked in designated restricted areas and attended or observed by duty personnel or guards (via CCTV is acceptable), or else each vehicle, van, and railcar will be physically inspected by a security patrol every hour.

# TABLE 7

MINIMUM SECURITY STANDARDS FOR RISK CATEGORY I-IV (SENSITIVE) AA&E, CLASSIFIED ORDNANCE (EXPLOSIVE & INERT), AND UNCATEGORIZED AND UNCLASSIFIED 1.1, 1.2, AND 1.3 (CLASS A&B) EXPLOSIVES (see note 13)

MOTOR		
CATEGORY I	CATEGORY II	CATEGORY III and IV classified ordnance (explosive & inert), and uncategorized and unclassified 1.1, 1.2, and 1.3 explosives
<p>TL:</p> <ol style="list-style-type: none"> <li>1. SM and DN (W/NAC) (see note 11).</li> <li>2. Exclusive use of vehicle (see note 3).</li> <li>3. Locked and sealed by shipper (see note 4).</li> <li>4. Single line-haul required.</li> <li>5. Trip lease not authorized.</li> </ol> <p>LTL:</p> <ol style="list-style-type: none"> <li>1. SM and DN (W/NAC) (see note 11).</li> <li>2. CONEX, dromedary, or similar container authorized (see note 10).</li> <li>3. Locked and sealed by shipper (see note 4).</li> <li>4. Single line-haul required.</li> <li>5. Trip lease not authorized.</li> <li>6. Exclusive use of vehicle or authorized container.</li> </ol>	<p>TL:</p> <ol style="list-style-type: none"> <li>1. SM and DN (W/NAC) (see note 11).</li> <li>2. Exclusive use of vehicle (see note 3).</li> <li>3. Locked and sealed by shipper (see note 4).</li> <li>4. Single line-haul required.</li> <li>5. Trip lease not authorized.</li> </ol> <p>LTL: (see note 6)</p> <ol style="list-style-type: none"> <li>1. SM and DN (W/NAC) (see note 11).</li> <li>2. CONEX, dromedary, or similar container authorized (see note 10).</li> <li>3. Cargo packaged to a weight of at least 200 lbs. and banded (sealed if practicable) or container locked and sealed by shipper. (see notes 4 and 5).</li> <li>4. Single line-haul required.</li> <li>5. Trip lease not authorized.</li> <li>6. Exclusive use of vehicle or authorized container.</li> </ol>	<p>TL:</p> <ol style="list-style-type: none"> <li>1. SM and DD (see note 1).</li> <li>2. Locked and sealed by shipper (see note 4).</li> <li>3. Trip lease not authorized.</li> <li>4. Single line-haul required.</li> </ol> <p>LTL: (see notes 6 and 7)</p> <ol style="list-style-type: none"> <li>1. SM and DD (see note 1).</li> <li>2. CONEX, dromedary, or similar container authorized (see note 10).</li> <li>3. Cargo packaged to a weight of at least 200 lbs. and banded (sealed if practicable) or container locked and sealed by shipper. (see notes 4 and 5).</li> <li>4. Trip lease not authorized.</li> <li>5. Single line-haul preferred.</li> </ol>
RAIL		
<ol style="list-style-type: none"> <li>1. RG (see note 8).</li> <li>2. MTX (see note 8).</li> <li>3. Locked and sealed by shipper (see notes 4 and 9).</li> <li>4. Immediate notification of consignee of delivery.</li> <li>5. Use appropriate Category I motor security for any associated motor movement.</li> <li>6. Use load divider doors when available.</li> </ol>	<ol style="list-style-type: none"> <li>1. RS (see note 8).</li> <li>2. MTX (see note 8).</li> <li>3. Locked and sealed by shipper (see notes 4 and 9).</li> <li>4. Immediate notification of consignee of delivery.</li> <li>5. Use appropriate Category II motor security for any associated motor movement.</li> <li>6. Use load divider doors when available.</li> </ol>	<ol style="list-style-type: none"> <li>1. RS (see notes 1, 8, and 12).</li> <li>2. MTX (see note 8).</li> <li>3. Locked and sealed by shipper (see notes 4 and 9).</li> <li>4. Immediate notification of consignee of delivery.</li> <li>5. Use appropriate Category III or IV motor security for any associated motor movement.</li> <li>6. Use load divider doors when available.</li> </ol>
COFC		
<ol style="list-style-type: none"> <li>1. In rail phase, same as Category I rail; in motor phase, same as Category I motor.</li> <li>2. Use only approved shipping containers (e.g., MILVAN, SEAVAN) and place on railcar door-to-door to prevent unauthorized access.</li> </ol>	<ol style="list-style-type: none"> <li>1. In rail phase, same as Category II rail; in motor phase, same as Category II motor.</li> <li>2. Use only approved shipping containers (e.g., MILVAN, SEAVAN) and place on railcar door-to-door to prevent unauthorized access.</li> </ol>	<ol style="list-style-type: none"> <li>1. In rail phase, same as Category III and IV rail; in motor phase, same as motor Category III &amp; IV (see note 12).</li> <li>2. Use only approved shipping containers (e.g., MILVAN, SEAVAN) and place on railcar door-to-door to prevent unauthorized access.</li> </ol>

## A ?

<ol style="list-style-type: none"> <li>1. DoD CSS while aircraft is on the ground at commercial airports.</li> <li>2. Shipments by Air Freight, Air Taxi, QUICKTRAINS, or AMC</li> <li>3. Shipper escort to carrier and immediate pick-up at destination (see note 2).</li> <li>4. For air freight, banded or locked and sealed shipping container(s) required. For all other methods, banded or locked and sealed shipping container(s) if practicable.</li> <li>5. Seal applied by shipper.</li> </ol>	<ol style="list-style-type: none"> <li>1. DoD CSS while aircraft is on the ground at commercial airports.</li> <li>2. Shipments by Air Freight, Air Taxi, QUICKTRAINS, or AMC.</li> <li>3. Shipper escort to carrier and immediate pick-up at destination (See Note 2).</li> <li>4. For air freight, banded or locked and sealed shipping container(s) required. For all other methods, banded or locked and sealed shipping container(s) if practicable.</li> <li>5. Seal applied by shipper.</li> </ol>	<ol style="list-style-type: none"> <li>1. DoD CSS while aircraft is on the ground at commercial airports.</li> <li>2. Shipments by Air Freight, Air Taxi, QUICKTRAINS, or AMC.</li> <li>3. Shipper escort to carrier and immediate pick-up at destination (see note 2).</li> <li>4. For air freight, banded or locked and sealed shipping container(s) required. For all other methods, banded or locked and sealed shipping container(s) if practicable.</li> <li>5. Seal applied by shipper.</li> </ol>
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## WATER

<ol style="list-style-type: none"> <li>1. Use Category I motor or rail security during the applicable ground portion of the movement.</li> <li>2. Pier service only.</li> <li>3. Written receipt from ship's officer at POE and written release to carrier at POD.</li> </ol>	<ol style="list-style-type: none"> <li>1. Use Category II motor or rail security during the applicable ground portion of the movement.</li> <li>2. Pier service only.</li> <li>3. Written receipt from ship's officer at POE and written release to carrier at POD.</li> </ol>	<ol style="list-style-type: none"> <li>1. Use Category III &amp; IV motor or rail security during the applicable ground portion of the movement.</li> <li>2. Pier service only.</li> <li>3. Written receipt from ship's officer at POE and written release to carrier at POD.</li> </ol>
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## WATER - BARGE

<ol style="list-style-type: none"> <li>1. Apply appropriate transportation security from this table for associated ground/surface movements.</li> <li>2. Load AA&amp;E cargo last and unload first.</li> <li>3. Comply with the special considerations for water shipments in OPNAVINST 5530.13B paragraph 0704. When those safeguards cannot be applied, employ comparable compensatory measures.</li> <li>4. Tugboat must have two-way communication capable of reporting emergencies immediately to obtain law enforcement assistance.</li> <li>5. Constant surveillance of shipment/barge by competent person(s).</li> <li>6. Receipt signature from vessel officer or operator at POE and written release to authorized representative of POD consignee.</li> </ol>
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## Notes:

1. See DTMR chapter 34 for additional security requirements governing transport of AA&E which is also SECRET or CONFIDENTIAL.  
CAUTION: PS is an additional requirement for SECRET AA&E. It already includes DD.
2. Air carriers providing pick-up and delivery service by motor vehicle must comply with all applicable motor security requirements for the risk category during the motor phase.  
These protective services must be specified in appropriate Uniform Tenders Service.
3. When vehicle is loaded to full visible capacity, do not request exclusive use of vehicle.
4. Shipper seal may be removed and replaced by carrier seal (chapter 34, DTMR).
5. MIL STD 129 applies.
6. When practicable, consider sending 15 or fewer Category II, III, and IV small arms and missile components by registered mail (Return Receipt Requested).
7. Shipments of Category IV AA&E with gross weight of less than 200 pounds may be sent by commercial carriers offering DOD CSS without overpacking.  
However, such shipments must be loaded in an approved and locked container such as a CONEX, Dromedary, MILVAN or SEAVAN.
8. When RG (Rail Armed Guard Surveillance Service) and RS (Rail Surveillance Service) apply, shipper must report railcar initials and numbers (for example, DODX 400000) to the appropriate MTMC area command to obtain MTX (Military Expediting) service.
9. Includes use of upper rail lock.
10. Side opening containers which provide security equal to that of other approved containers are authorized for motor movements.  
Side openers may be used for COFC only where railcar construction provides a barrier to entry to the container door while in transit.
11. NAC: National Agency Check.
12. Secret not authorized for rail movement.
13. Organic or unit movements will adhere as closely as practical to commercial standards in this chart. EXCEPTION: SM is not required for organic or unit movements.

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Enclosure (1)

 OPNAVINST-5530.13B  
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